

Message Text

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ACTION EUR-25

INFO OCT-01 ISO-00 SPC-03 AID-20 EB-11 NSC-10 RSC-01

CIEP-02 TRSE-00 SS-15 STR-08 OMB-01 CEA-02 DOTE-00

CEQ-02 CIAE-00 COME-00 DODE-00 EPA-04 INR-10 IO-15

L-03 NSF-04 NSAE-00 PM-07 SCI-06 DRC-01 /151 W

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FM AMEMBASSY PRAGUE

TO SECSTATE WASHDC 5180

INFO USMISSION BERLIN

UNCLAS PRAGUE 2318

E.O. 11652: N/A

TAGS: ETRD, CZ, GE, US

SUBJ: CZECHOSLOVAK-GDR AUTOMOTIVE INDUSTRY COOPERATION

REF: PRAGUE 2285, BERLIN 1602, BERLIN 1673

1. WE HAVE NOT YET BEEN ABLE TO OBTAIN ISSUE OF "SVET
MOTORU" MENTIONED IN OUR REFTEL, BUT REPORTAGE BY V.
RYMAREVIC-ALTMANSKIJ FROM LEIPZIG FAIR IN SEPTEMBER 18
AND 25 ISSUES OF SLOVAK "TECHICKE NOVINY" CONTAINS
FOLLOWING INTERESTING PASSAGES:

(A) "GDR AUTOMOTIVE INDUSTRY PRESENTED MANY NOVELITIES,
INCLUDING TOUCHED-UP MODELS OF PASSENGER CARS TRABANT AND
WARTBURG...GDR HAS DECIDED NOT TO RETREAT FOR TIME
BEING FROM TWO-CYCLE ENGINES FOR TRABANTS AND WARTBURGS.
SWICKAU WORKS WILL PRODUCE 98,000 TRABANTS IN 1973...
EISENACH PLANT WILL TURN OUT 45,000 WARTBURGS
THIS YEAR. IN 1974, GDR PLANS TO PRODUCE OVER 100,000
TRABANTS AND 50,000 WARTBURGS. CURRENT MODELS WILL NOT
BE WITHDRAWN FROM PRODUCTION IN NEAR FUTURE, AS ORIGINALLY
PLANNED IN BERLIN, BUT WILL BE PRODUCED UNTIL 1980S.
IT WAS DISCOVERED AT SAME TIME THAT TO DEVELOP
COOPERATION WITH CSSR IN PRODUCTION OF PASSENGER CARS
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WITH FOUR-CYCLE ENGINES, WHICH WAS ORIGINALLY CONSIDERED,

IS CURRENTLY BEYOND POTENTIAL OF GDR AUTOMOTIVE INDUSTRY
AND WILL APPARENTLY BE PUT OFF TIL LATER TIME.

'AS IT SEEMS, WISEST THING TO DO WOULD BE TO DESIGN
FOUR-CYCLE ENGINE OF TRABANTS AND WARTBURGS', IS SUGGESTED
TO REPRESENTATIVES OF GDR AUTOMOBILE INDUSTRY.

'YES, EXACTLY. IT SEEMS TO US THAT WANKLE ENGINE OR AN
ELECTROMOBILE HAVE NO FUTURE AHEAD OF THEM. WHY DOES
CZECHOSLOVAKIA DESIGN CAR WITH ENGINE IN REAR AT TIME
WHEN WHOLE WORLD IS HEADED FOR CARS WITH ENGINE IN FRONT?
OF MOTORCYCLES. IT IS ABSURD TO THINK THAT MOTORCYCLE
IS DYING, WHAT WITH THE WORLD MARKETS STILL UNSATED AND
LOTS OF YOUNG PEOPLE FANCYING A MOTORCYCLE*'

'WHAT MAKES OF CARS ARE SOLD IN THE GDR?'

'ONLY CARS FROM SELECTED SOCIALIST COUNTIRES, I.E.,
SKODA, POLSKI, FIAT, ZHIGULI, DACIA, MOSKVUICH, AND VOLGA.
WE DO NOT LET YUGOSLAV AND CAPITALIST CARS IN OUR MARKET.'
'DOES A POTENTIAL MOTORIST WAIT LONG ON DELIVERY LIST?'
'OF COURSE, HE WAITS THREE YEARS AT LEAST, BUT USUALLY
FIVE....THIS IS A REASON WHY WE INCREASE PRODUCTION OF
WELL-TESTED TRABANTS AND WARTBURGS WITH TWO-CYCLE
ENGINES.'"

(B) "GERMANS..THINK THAT GDR SHOULD PRODUCE PASSENGER
CARS WITH TWO-CYCLE ENGINES, CZECHOSLOVAKIA TRUCKS, AND
HUNGARY IKARUS BUSES. (THEY SAY THAT) 'WE KNOW THAT
FUTURE OF AUTO INDUSTRY RESTS WITH FOUR-CYCLE ENGINE.
BUT WE IN GDR ARE DEVELOPED ENOUGH TO PRODUCE THEM
OURSELVES; WE DO NOT HAVE TO BUY BIG-SCALE AUTOMOBILE
LICENSES AS POLAND, ROMANIA, OR USSR HAVE DONE. WE WILL
ONLY BUY SOME PARTIAL CONCEPTS FOR OUR FUTURE FOUR-CYCLE
ENGINE IN WEST'".

2. SUGGEST ABOVE BE PASSED TO SMITH AND STRUPP OF GM.
WORTZEL

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